

## Message Text

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13

ACTION PM-07

INFO OCT-01 EA-11 ADP-00 L-03 EB-11 CG-00 NSC-10 CIAE-00

INR-10 NSAE-00 RSC-01 PRS-01 OMB-01 RSR-01 /057 W

----- 074387

P 130950Z JUL 73

FM AMEMBASSY TOKYO

TO SECSTATE WASHDC PRIORITY 5360

INFO SECDEF WASHDC PRIORITY

JCS WASHDC PRIORITY

CNO WASHDC PRIORITY

CINCPAC CAMP HM SMITH HI PRIORITY

CINCPACFLT PEARL HARBOR HI PRIORITY

COMUSJAPAN FUCHU JAPAN PRIORITY

COMUSARJ CAMP ZAMA JAPAN PRIORITY

COMNAVFORJAPAN YOKOSUKA JAPAN PRIORITY

COMSEVENTHFLT YOKOSUKA JAPAN PRIOTITY

COMSCFE YOKOHAMA JAPAN PRIORITY

UNCLAS TOKYO 8978

E.O. 11652: NA

TAGS: MARR, JA, US

SUBJECT: JAPANESE MARITIME TRAFFIC SAFETY LAW

REF: STATE 131840 DTG 052210Z JUL 73

FOLLOW IS TEXT OF INFORMAL PAPER ON POINTS OF  
AGREEMENT ON APPLICATION OF MARITIME TRAFFIC SAFETY  
LAW WHICH HAS BEEN CLEARED JULY 13 BY GOJ HEADS OF  
FONOFF SECURITY AFFAIRS DIVISION AND OF MSA NAVIGATIONAL  
SAFETY DIVISION:

BEGIN TEXT:

MARITIME TRAFFIC SAFETY LAW

1. DANGEROUS CARGO CARRIERS - US FORCES VESSELS  
CARRYING DANGEROUS CARGO ARE EXTEMPTED FROM APPLICATION  
OF THE MARITIME TRAFFIC SAFETY LAW, PURSUANT TO THE  
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GOJ MEMORADNUM TO THE JOINT COMMITTEE OF JUNE 28,

1973. THE MEMORANDUM READS IN PART AS FOLLOWS:

"US FORCES JAPAN IS INFORMED THAT ALL THE PROVISIONS OF THE LAW RELATING TO CONTROL OF VESSELS CARRYING DANGEROUS CARGO, SUCH AS ARTICLES 22, 23, AND 27, WILL NOT BE APPLICABLE TO US FORCES CONTROLLED VESSELS."

2. AMMUNITION SHIPS AND OIL TANKERS - US FORCES AMMUNITION SHIPS AND OIL TANKERS ARE ALSO EXCEPTED FROM THE LAW (EXCEPT AS EXPLAINED IN PARAGRAPH 3 BELOW), SINCE THEY ARE CONSIDERED TO BE DANGEROUS CARGO CARRIERS UNDER THE TERMS OF ARTICLE 11 OF THE MINISTRY OF TRANSPORTATION ORDINANCE (MOTO). AMONG THE ITEMS DEFINED AS "DANGEROUS CARGO" IN THIS ARTICLE ARE "FIRE ARTICLES, INCLUDING AMMUNITION" AND "INFLAMMABLE LIQUIDS LOADED IN BULK."

3. HUGE VESSELS - HUGE VESSELS OF THE US FORCES, I.E. SHIPS WHICH ARE LONGER THAN 200 METERS, ARE NOT EXEMPTED FROM THE LAW. DANGEROUS CARGO CARRIERS, INCLUDING AMMUNITION SHIPS AND OIL TANKERS, WHICH ARE LONGER THAN 200 METERS ARE HUGE VESSELS, AND THEREFORE ARE NOT EXEMPTED.

4. NOTIFICATION -

A. US HUGE VESSELS WILL PROVIDE NOTIFICATION TO MSA BY NOON OF THE DAY PRECEDING USE OF A RESTRICTED CHANNEL (MOTO ARTICLE 14-1), OR IN CASE OF EMERGENCY, THE MAXIMUM NOTIFICATION POSSIBLE (MOTO ARTICLE 14-4).

B. IN CASE NOTIFICATION OF THE PASSAGE OF US HUGE VESSELS IS GIVEN BEFORE NOON OF THE PRECEDING DAY, MSA WILL GIVE FAVORABLE CONSIDERATION AND, IN PRINCIPLE, MEET THE REQUIREMENT OF THE US FORCES.

C. ON THE BASIS OF THE PREVIOUS RECORD OF THE USE OF URAGA STRAIT, AND IN VIEW OF THE FACT THAT PASSAGE THROUGH THAT STRAIT TAKES NO MORE THAN TEN MINUTES WAITING TIME BETWEEN SHIPS, THE GOJ CANNOT CONCEIVE OF ANY SITUATION IN WHICH US FORCES VESSELS WOULD BE DETAINED FOR, AT MOST, MORE THAN A FEW HOURS.

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5. DESCRIPTION OF CARGO - US HUGE VESSELS NEED NOT DESCRIBE THEIR CARGO IN MAKING NOTIFICATION TO MSA. MOTO ARTICLE 13-7 CALLS FOR THE DESCRIPTION OF ONLY DANGEROUS CARGO. SINCE US SHIPS CARRYING DANGEROUS CARGO ARE EXEMPTED FROM THE LAW, US SHIPS NEED NOT COMPLY WITH THIS ORDINANCE PROVISION.

6. DESTINATION OF VESSEL - IN CASE THE PARTICULAR  
NAME OF THE PORT CANNOT BE NOTIFIED TO MSA AT THE  
TIME OF PASSAGE NOTIFICATION, THE DESTINATION OF SUCH  
VESSEL MAY BE NOTIFIED AS EITHER "UNDECIDED" OR BY  
SIMPLY STATING THE AREA TO WHICH IT IS DESTINED, SUCH  
AS THE "WESTERN PACIFIC."

7. LIGHTS - THE THREE RED LIGHTS TO BE DISPLAYED  
BY HUGE VESSELS AT NIGHT (MOTO ARTICLE 22) NEED NOT  
BE INSTALLED ON SUCH VESSELS, BUT MERELY HOISTED IN  
PLACE AS REQUIRED. END TEXT.  
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## Message Attributes

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**Channel Indicators:** n/a  
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